

DECLARED DISTANCE LIGHTING STANDARDS

To determine which lighting standards file depicts the lighting standards for your specific runway end, follow the item instructions starting at Item Start.

ITEM

Start. When full runway safety and object free areas are available beyond the runway end, go to Item 0. When full runway safety and/or object free areas are not available beyond the runway end, go to Item 3.

0. When no displaced threshold is established, go to Item 1. When a displaced threshold is established, go to Item 2.

1. When a stopway is available, go to Item 5. When no stopway is available, see Example 1 for lighting standards.

2. When a stopway is available, go to Item 6. When no stopway is available, see Example 2 for lighting standards.

3. When the threshold location does not provide full runway safety and object free areas beyond stop ends of LDA and ASDA, go to Item 4. When threshold displacement location provides full runway safety and object free areas beyond stop ends of LDA and ASDA, see Example 3 for lighting standards. Distance-to-go markers are provided and located with respect to the stop end of LDA. Split blue/red fixtures shown are separate, uni-directional, and not necessarily co-located.

4. When full runway safety and/or object free areas are not available beyond the threshold, the threshold is mislocated. When full runway safety and/or object free areas are available beyond the displaced threshold, see Example 4 for lighting standards. Distance-to-go markers are provided and located with respect to the stop end of LDA. Split blue/red fixtures shown are separate, uni-directional, and not necessarily co-located.

5. When full runway safety and/or object free areas are not available beyond the stopway end, the length of stopway is overstated. When full runway safety and object free areas are available beyond the stopway end, see Example 5 for lighting standards. Distance- to-go markers are provided and located with respect to the stop end of LDA.

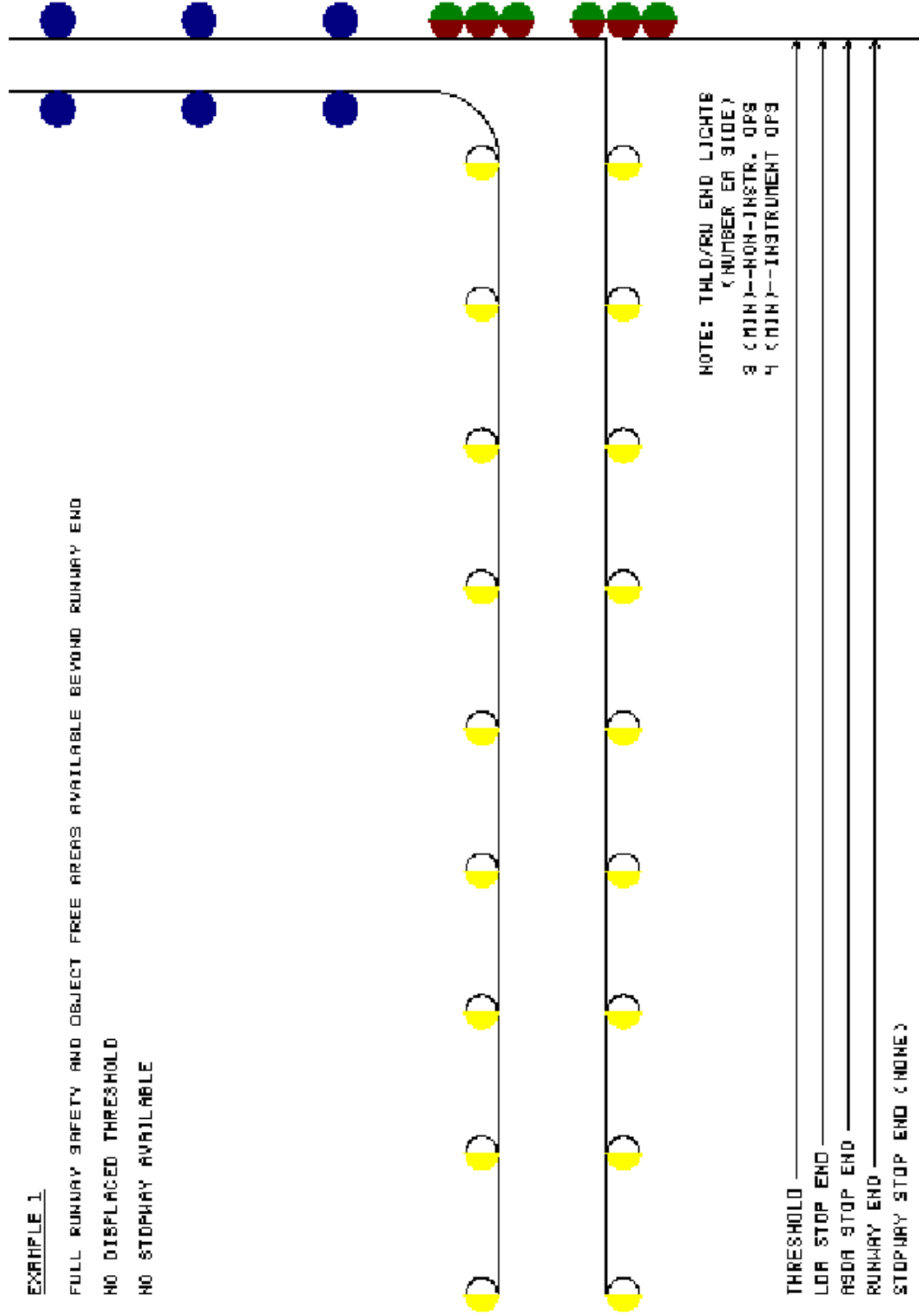
6. When full runway safety and/or object free areas are not available beyond the stopway end, the length of stopway is overstated. When full runway safety and object free areas are available beyond the stopway end, see Example 6 for lighting standards. Distance- to-go markers are provided and located with respect to the stop end of LDA.

EXAMPLE 1

FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE BEYOND RUNWAY END

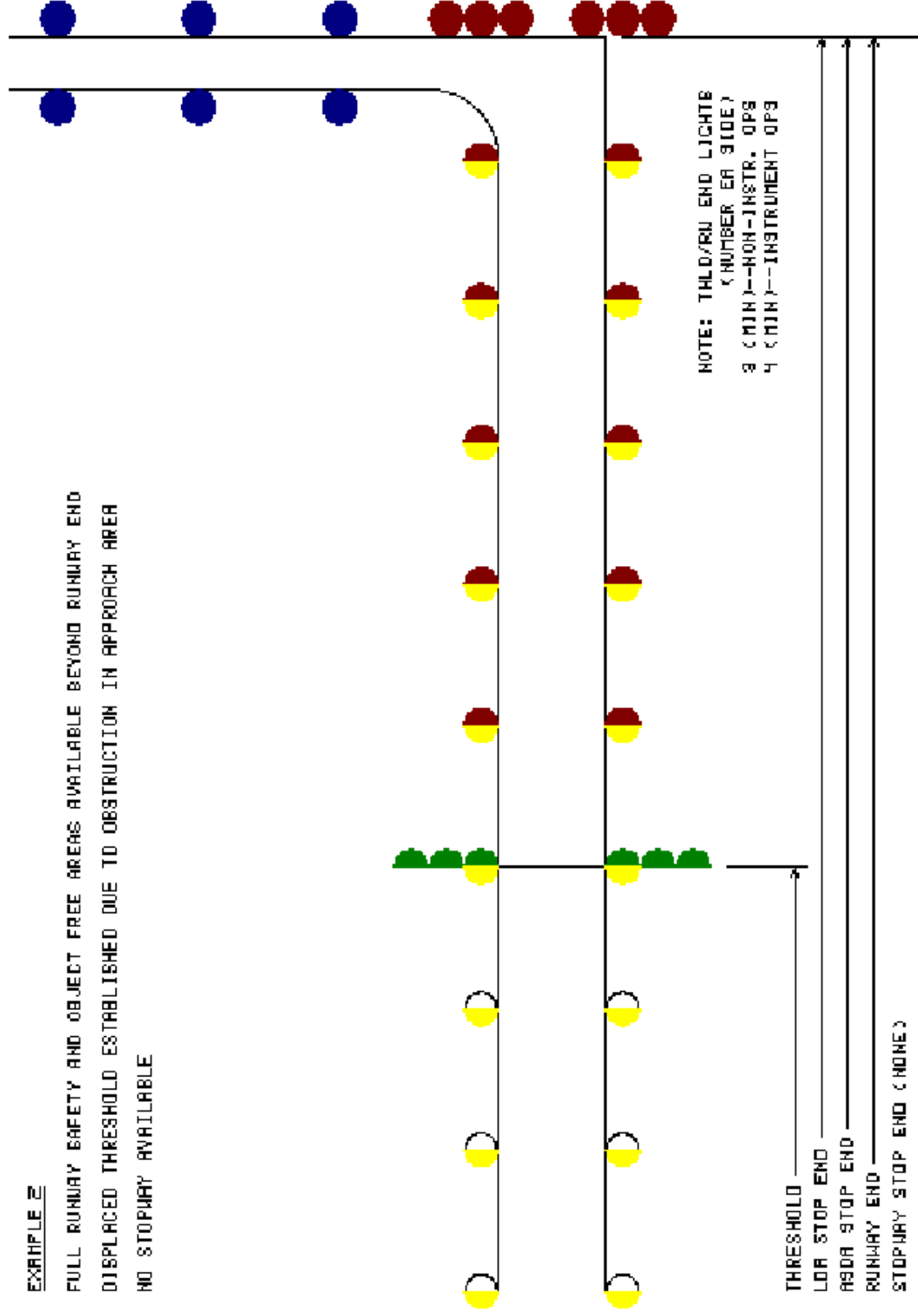
NO DISPLACED THRESHOLD

NO STOPWAY AVAILABLE



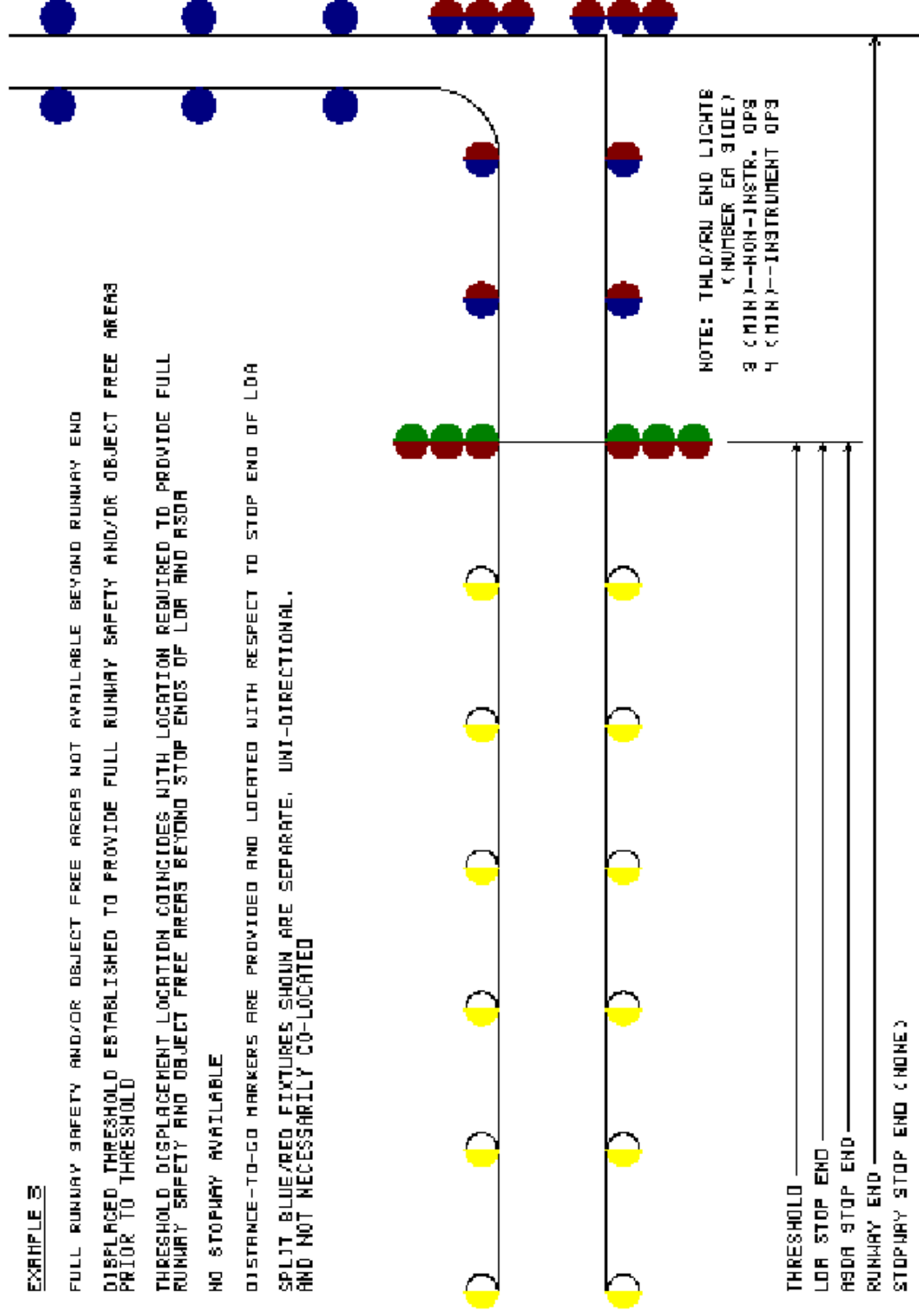
EXAMPLE 2

FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE BEYOND RUNWAY END
DISPLACED THRESHOLD ESTABLISHED DUE TO OBSTRUCTION IN APPROACH AREA
NO STOPWAY AVAILABLE



EXAMPLE 3

FULL RUNWAY SAFETY AND/OR OBJECT FREE AREAS NOT AVAILABLE BEYOND RUNWAY END
 DISPLACED THRESHOLD ESTABLISHED TO PROVIDE FULL RUNWAY SAFETY AND/OR OBJECT FREE AREAS
 PRIOR TO THRESHOLD
 THRESHOLD DISPLACEMENT LOCATION COINCIDES WITH LOCATION REQUIRED TO PROVIDE FULL
 RUNWAY SAFETY AND OBJECT FREE AREAS BEYOND STOP ENDS OF LOR AND ASDA
 NO STOPWAY AVAILABLE
 DISTANCE-TO-GO MARKERS ARE PROVIDED AND LOCATED WITH RESPECT TO STOP END OF LOR
 SPLIT BLUE/RED FIXTURES SHOWN ARE SEPARATE, UNI-DIRECTIONAL,
 AND NOT NECESSARILY CO-LOCATED



EXAMPLE 4

FULL RUNWAY SAFETY AND/OR OBJECT FREE AREAS NOT AVAILABLE BEYOND RUNWAY END

DISPLACED THRESHOLD ESTABLISHED DUE TO OBSTRUCTION IN APPROACH AREA

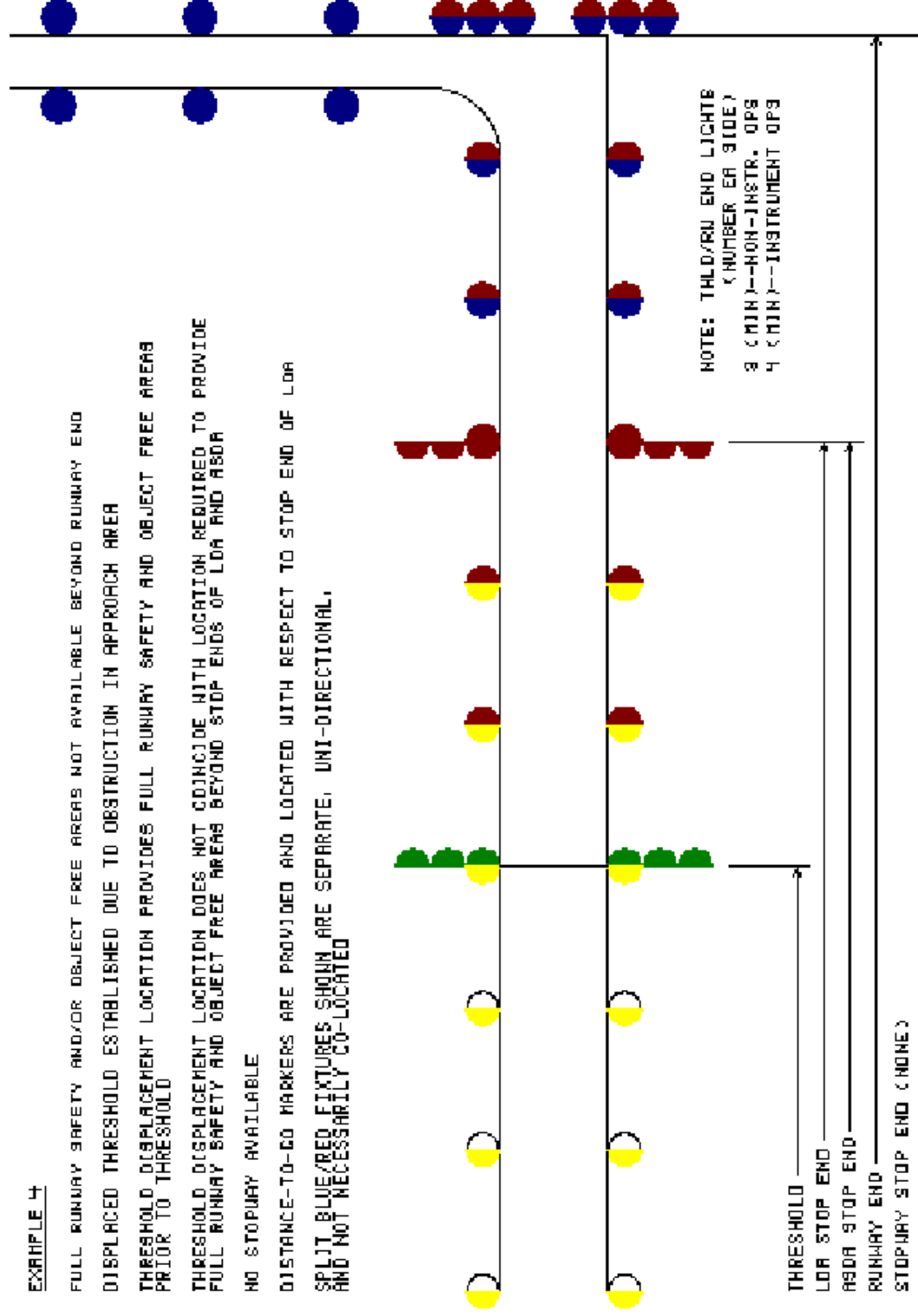
THRESHOLD DISPLACEMENT LOCATION PROVIDES FULL RUNWAY SAFETY AND OBJECT FREE AREAS PRIOR TO THRESHOLD

THRESHOLD DISPLACEMENT LOCATION DOES NOT COINCIDE WITH LOCATION REQUIRED TO PROVIDE FULL RUNWAY SAFETY AND OBJECT FREE AREAS BEYOND STOP ENDS OF LDA AND ASDA

NO STOPWAY AVAILABLE

DISTANCE-TO-GO MARKERS ARE PROVIDED AND LOCATED WITH RESPECT TO STOP END OF LDA

SPLIT BLUE/RED FIXTURES SHOWN ARE SEPARATE, UNI-DIRECTIONAL, AND NOT NECESSARILY CO-LOCATED



EXAMPLE 5

FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE BEYOND RUNWAY END

NO DISPLACED THRESHOLD

STOPWAY WITH FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE BEYOND STOPWAY END

DISTANCE-TO-GO MARKERS ARE PROVIDED AND LOCATED WITH RESPECT TO STOP END OF LOR

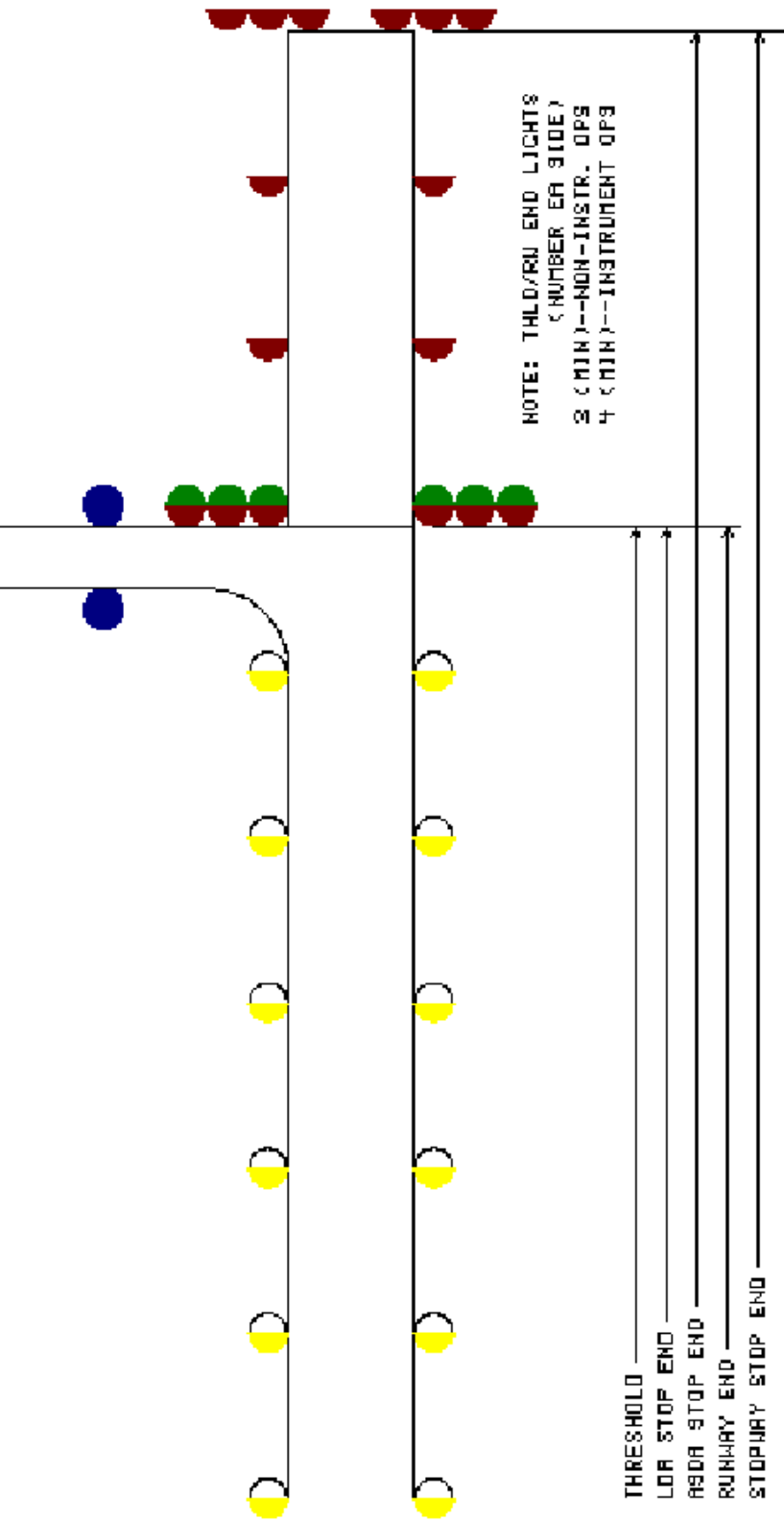
Diagram illustrating a runway configuration with a displaced threshold. The runway is 1000m long. A displaced threshold of 100m is shown at the beginning. The runway end is marked with a red light. The stopway is 100m long. The distance-to-go markers are located at 100m intervals from the stopway end. The diagram shows the runway, stopway, and distance-to-go markers.

FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE
BEYOND RUNWAY END

 NO DISPLACED THRESHOLD |

STOPWAY WITH FULL RUNWAY SAFETY AND OBJECT FREE AREAS
AVAILABLE BEYOND STOPWAY END

DISTANCE-TO-GO MARKERS ARE PROVIDED AND LOCATED WITH RESPECT TO STOP END OF LOA



NOTE: THLD/RN END LIGHTS
 { NUMBER EA SIDE }
 3 { MIN }--NON-INSTR. OPS
 4 { MIN }--INSTRUMENT OPS

EXAMPLE 8

FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE
BEYOND RUNWAY END

DISPLACED THRESHOLD ESTABLISHED DUE TO OBSTRUCTION
IN APPROACH AREA

STOPWAY WITH FULL RUNWAY SAFETY AND OBJECT FREE AREAS
AVAILABLE BEYOND STOPWAY END

DISTANCE-TO-GO MARKERS PROVIDED AND LOCATED
WITH RESPECT TO STOP END OF LOR

